

LAST EDITION.

JAY TOO PREVIOUS.

Gould Strikes a Snag in His Third Track L Scheme.

Work on Columbus Avenue Stopped by the Police.

But He Is Going Right Ahead on Third Avenue Relaying the Sneaked Express Track.

Jay Gould has struck a snag in his three-track elevated railroad scheme. Apparently anticipating favorable action by the Rapid Transit Commissioners, or else proceeding on the assumption that the Manhattan Railroad Company already owns the streets and that asking the Commission's permission is simply a perfunctory matter, a mere matter of form which the Company is willing to concede while proceeding to do as it chooses, the Company began building a third track on Columbus avenue.

The third track was being built in the same manner that one was built on Third avenue, between Sixty-seventh and One Hundred and Twenty-ninth streets.

Men and machinery have been at work on Columbus avenue above Fifty-ninth street building sidings, the Company says, for the purpose of shifting cars to facilitate traffic, but in reality the sidings when completed would make a continuous track. The cross girders connecting the track structure have already been replaced by heavy lattice girders, supporting longitudinal girders for a third track.

Work was going on swimmingly and the Company was congratulating itself on its success in sneaking the much desired third track when, Saturday morning, the police stopped in under orders from Headquarters, which Inspector Byrne had received from Mayor Grant.

The company's success in sneaking a third track on a large part of its Third avenue line does not give the greatest confidence in the effectual stoppage of work on Columbus avenue.

How the law was evaded on Third avenue is now well known. There the Company began to build sidings, first between one station and then another, until finally it formed one continuous connection from Sixty-seventh street to Sixtieth.

It was all in the interests of the dear, good public, and on this timely pretense the law was disregarded just the same as it was before done on Columbus avenue on the Sixth avenue line.

Until recently this third track on Third avenue was used simply as a storage track for cars.

The Company now finds that it is cheaper to store their cars elsewhere and use the track for traffic during rush hours and if need be during other hours of the day.

To support the proposed heavy traffic on the track the old 60-foot rails are being replaced by 80-pound steel rails.

When this third track was constructed the pretense of being simply a "siding" was carried out by laying down light rails. Finally when the "sidings" formed a continuous track, the Company gradually threw out the light rails and spiking down the heavier ones in their place. There was no haste about it—workmen replacing rails all along this part of the line would attract public attention. So the heavy rails were sneaked down, until now the middle track is almost completely laid with them.

The breaks in the line are still noticeable, however, and a difference in level between the light and heavy rails is so great that he who rides may see. It is so apparent that the object of the Company becomes as plain as the two sizes of rails.

This middle track is no longer a "siding." It is now an express track, and the only matter left for conjecture is when the Company will have succeeded in sneaking an express track the whole length of the line.

All that is necessary is a few more "sidings."

The middle track between Ninety-ninth and One Hundred and Twenty-ninth streets is still used as a "siding." Long lines of empty cars are stored on it at night. Will the Company, as soon as it has its third track below Ninety-ninth street all laid with heavy rails, begin to lay heavy rails above and run its express trains on that track also?

It would be a desirable arrangement, and apparently as present while it is not likely to be done, the Company is erecting new sidings on the express track on the third track below Ninety-ninth street.

True, there is a station between the tracks at Ninety-ninth street, but it is a simple matter to switch around the station, and an express train from One Hundred and Twenty-ninth to Sixty-seventh street would not likely be delayed by the Manhattan Railroad, even if it cannot carry out the scheme any further downtown.

When asked for a statement in explanation of the Company's new sidings, the President of the Rapid Transit Commission, Mr. J. J. McGowan, said:

"Who talks of defying the law? (This department.) Why, young man, we may have lawyers, but the city for advice to avoid that very thing."

"Why the improvements we are making are solely for the benefit of the road—necessary repairs. We are erecting new sidings simply to reinforce the structure—simply to reinforce the structure, that's all."

"And the tracks, what are they being laid for?"

"Why, for sidings, turnouts, &c."

"But it's against the law to build a third track without the consent of the authorities?"

"Building a siding is not violating a third track, and what goes for a third track goes for a siding to build sidings. Our charter gives us the right to build sidings and turnouts. We don't have to ask permission."

MONDAY—THE WORLD'S HALF-RATE SITUATION DAYS—SATURDAY.

NEW YORK, MONDAY, MAY 25, 1891.

THE EVENING WORLD.

PRICE ONE CENT.

LAST EDITION.

FOUND ONE MORE VICTIM.

Body of Another Man Killed in Tarrytown's Explosion Is Washed Ashore.

Coroner's Inquest On the Great Tragedy Began This Forenoon.

(SPECIAL TO THE EVENING WORLD.)
TARRYTOWN, N. Y., May 25.—The inquest on the bodies of the eighteen victims of Tuesday's dynamite explosion was begun here at 11 o'clock this morning. A large crowd was present. The jury was composed of Thomas Macdiffe, C. T. Carpenter, C. W. Damann, S. C. North, W. O. Boyce and C. B. Johnson. The first witness called was Henry A. Debono, of the United States Dynamite Company, 30 Pratt street, New York, of whom the dynamite was purchased.

He testified that the explosion was in the form of cartridges, forty-five per cent. of which was composed of nitro-glycerine. The cartridges could only be exploded by the cap furnished by the company. It could not be set off by fire or by a sudden shock.

The dynamite was made expressly for the New York Central road.

John Quinn, of North Tarrytown, was an eye-witness to the disaster. He saw the fat car on fire. It was a small blaze at first, but it spread rapidly. He was stunned by the explosion.

Justus Deermann, of Tarrytown, lives on the railroad and is employed as a flagman. He saw the fat car on fire and saw two men jump from it. He "flagged" to warn them of danger.

The inquest was interrupted by the arrival of news of the recovery of another body from the river. It was that of Angelo Carlini, the last of the missing Italians. It was taken from the river at Dobbs Ferry, and will be buried to-day. It was very much decomposed.

John Connor, of Albany, the conductor of the train, was ordered by Foreman James Travis to proceed to Tarrytown, where after the dynamite. He loaded it, and on his way to Tarrytown, the train lay at Hastings for twenty minutes.

He had with him about thirty Italian rooks, in charge of Edward Finnegan, who had been working at Dudley's Grove. The witness saw smoke, and then several men jumped from the car.

Dr. James P. Daly telegraphed from New York that four of the Italians in his charge would be unable to be present at the inquest to-day, owing to their injuries.

The only testimony contradicted by Edward Finnegan's statement, which has been published in the EVENING WORLD, was that of John Connor, who said that he had used the word "stuck" in directing him to bring Finnegan with his gang and tools, from Dudley's Grove, and thought he meant the dynamite. He asked only under the order of Travis.

Beside the dynamite on the car there were about fifty railroad ties. The Italians were about the edge of the car.

E. C. Fisher, a brakeman, from Croton, was on the engine when the explosion occurred. He was sure there was no box on the car. He saw many corroborated Connor's, except that he saw the dynamite, and that he saw the dynamite from Dudley's Grove. He did not think the door to the fire-box was opened on the trip.

George Herrick, of Croton, who was discharged from the Provident Hospital Saturday, the engineer of the wrecked train. He testified that he saw the dynamite, and saw the engine. The blaze grew very rapidly. He did not try to uncouple his engine. The door to the fire-box was not open.

Foreman Travis, of Sing Sing, said he told Finnegan at 7.30 Tuesday morning to go to Dudley's Grove after the blacksmith's tools and to bring them to the car.

He told Finnegan he was not to bring up any dynamite. Finnegan had never before disobeyed orders, and he did not know why Finnegan brought up the dynamite.

Recess was then taken for an hour. The inquest will not be concluded to-day.

CITY NEWS TERSELY TOLD.

To-Day's Record of Minor Happenings About Town.

Chronicles Briefly Drawn from Note-Book and Docket.

Fire's Damage \$2,000.
Fire in Frederic Bruen's house at 42, 200 damage this morning.

Youthful Burglars Held.
Selig Rosenthal and Charles Rose, two youths were held to-day on a charge of breaking into Kait Fitch's house at 179 Stanton street.

Dead on a Railway Trestle.
The body of an unknown man was found on the trestle of the New York and Northern Railroad at Lower, near Yonkers, this morning. It is supposed to be from a train last night and was run over.

Lamp Exploded in Her Hands.
Seventeen-year-old Marcus Kennedy, of 817 East Thirty-eighth street, is a patient at Bellevue Hospital to-day, having been severely burned about the face and hands by an exploding kerosene lamp.

Jail for Pulling a Man's Beard.
Thomas Hyatt, Thomas Waters and William Gorman, all of this city, were given ten days each by Recorder McDonough, of Hoboken, this morning, for assaulting an old man named August Tumbay by pulling his flowing beard.

Stabbed by His Brother.
John Walsh, of 695 First avenue, is suffering to-day from stab wounds in the left breast and forehead, inflicted by his brother William in a quarrel in a room at 437 First avenue last night. The wounds are not serious, but William was locked up at the East Thirty-fifth street police station.

Daring Robbery of a Salesman.
Alfred H. Asellin, a salesman, of 318 West Thirtieth street, to-day accused Henry Demer, of 431 Canal street, and Matthew McCormick, of 345 South Fifth avenue, of highway robbery in a saloon. He said one held him while the other took his watch, studs and money. They were held for trial.

Can't Catch Murderer Cangro.
The police have searched for Joseph Cangro, the Italian murderer, thus far without success. They arrested Mark Pappa, of 401 East One Hundred and Twelfth street, who they believe, was the Italian murderer, but Pappa was committed by Justice Driver this morning.

Threw Boiling Soup on His Sister.
Justice Taintor to-day held for the Grand Jury seventy-year-old Robert Kennedy, of 147 West Twenty-ninth street, who was charged with throwing the boiling contents of a soup kettle over his fifty-five-year-old sister Margaret, in a quarrel about the price of a dollar of meat.

Retired from Public Gaze.
Seventy-year-old Anna Hodges, whose inheritance of \$4,300 is in the hands of her Father, to-day consented in Jefferson Market Court to go to the House of the Good Shepherd. She had fallen into bad company and was in a very dissipated life when taken into custody.

Co-operative Anti-Pool Brewery.
The Consumers' Brewing Company, the new co-operative concern formed by the old Knickerbocker and other anti-pool brewers, will open its brewery in Avenue A, between Fifty-fourth and Fifty-fifth streets, to-day. The brewery has a capacity of 400,000 barrels of beer a year.

President Gedney Stands Trial.
Lawyer Richard S. Newcombe told Judge Van Brunt in Oyer and Terminer, this morning that he had decided to plead not guilty made by President Edward K. Gedney, of the North River Bank, to the charge of perjury stand.

Mrs. Clark Hurt in a Runaway.
Charles Mart, who reported at Brooklyn Police Headquarters this morning the disappearance of 56 Throop avenue, was driving through Hudsonville street last evening, when the horses ran away, and Mrs. Clark was thrown from the carriage to the ground. Her leg was broken.

Alderman Meade for the Dock Board.
The Alderman of the Dock Board, who is now on sick leave, will be found to be the new Dock Commissioner when the appointments are announced.

Charged with Horse-Stealing.
Andrew Carr, an ice dealer of 692 Ninth avenue, was held to-day on a charge of stealing a pair of horses from Dr. P. W. Davidson, of Madison avenue, and selling them in New Jersey.

MAYOR KENDRICK DIVORCED.

His Wife Wins Her Suit in the Supreme Court.

Judge Andrews to-day signed a decree awarding absolute divorce to Mrs. Laura Kendrick from Greene Kendrick, ex-Mayor of Waterbury, Conn., and the "double" of ex-President Cleveland.

Kendrick installed his wife in apartments at the St. Cloud Hotel, while he maintained an establishment in West Forty-first street, with a tall blonde woman as his companion.

They ate frequently at a Broadway restaurant, and Mrs. Kendrick had told her husband that she was not going to leave him until he was not a suitable place for her.

This aroused Mrs. Kendrick's curiosity, and she called at the place. Her questions about the woman led the fact that Judge Kendrick and his wife were divorced.

HIGHWAY ROBBER CAUGHT.

Three Thieves Plundered a Man in Daylight and One Is Arrested.

Frank Downing, of 334 West Thirty-seventh street, was remained in the Tombs Court to-day, on the charge of highway robbery. He is confessed, and the police are searching for his accomplices.

Downing and two other men met Philip McCune on West Twenty-second street, near Ninth avenue, Sunday morning and asked him for money. He refused to give them any.

Then they snatched him down and robbed him of \$5 and some silver. He chased the gang and reported to a policeman, who took him into custody.

THREE-MASTED SHIP WRECKED.

Pilot Boat No. 17 Runs Across an Underway.

Pilot Thompson, of Sandy Hook Pilot No. 7 reported to-day that just before boarding the steamship Panama, from Havana, in the lower bay this morning he nearly ran into the wreck of a three-masted vessel, which had gone down with her masts standing straight up in the water.

The scene of the wreck is near the spot where the ill-fated Violette went down. The wreck is not the Violette, he says. The Violette reported last week that she had destroyed all the old wrecks on this coast.

MISSING—A POODLE NAMED SOCKS!

PLEASE RETURN TO RICHARD CROKER



HOPE FOR SIBERIAN EXILES.

General Commutation of Sentences to Be Granted.

(BY CABLE TO THE PRESS NEWS ASSOCIATION.)
ST. PETERSBURG, May 25.—The arrival of the Czarevitch at Vladivostok will be marked by the publication of an imperial proclamation by the czar directing the Government to lay the case of the Siberian exiles before the Board of Pardon.

A decree will also be issued reducing largely the sentences of Siberian convicts, even those condemned for life being granted a commutation to twenty years imprisonment.

Convicts who benefit by these orders will also be restored to their civil rights after certain specified periods.

NEWARK HAS AN OTHELLO.

Dark-Skinned William Layton Elopes with Blonde Emma Zellhofer.

(SPECIAL TO THE EVENING WORLD.)
NEWARK, May 25.—Borrow has fallen upon the household of George L. Zellhofer, at 211 Lake street, and a heartbroken mother sits weeping the mysterious disappearance of her eldest and best beloved daughter.

Emma Louise Zellhofer is the wayward girl's name. She is twenty-five years old, with a well-rounded figure, hair of the softest golden tint and strange melancholy blue eyes. She is a member of the Jay Street Presbyterian Church and an accomplished musician.

The girl left her comfortable home Saturday night after an angry interview with her father. Her relatives have been heretofore, and the truth has forced itself upon them that she has eloped with a negro.

William Layton is the name of the Othello with whom Emma has become infatuated. It is an open secret that for months Layton and Miss Zellhofer have been secretly in the neighborhood of the girl's home. Last of all to become acquainted with the truth were the girl's parents, last Friday.

They watched her movements then, and the rumors of the gossiping neighbors were too quickly proven. Emma's father called her and appealed to her to save the family from disgrace and abandon Layton. She refused absolutely to give him up, saying: "He is all I have to live for. Why should I give him up? He is going to marry me, and who else would marry a cripple?"

It is true that Emma is afflicted with hip disease, which has shortened her right leg, and she walks with a noticeable limp.

The girl has been employed as a tailress, in Crafts' shop, in Greenwich street, and since she left her home to go to work last Saturday morning not a word has been heard from her by her distressed parents.

Emma's acquaintance with Layton began a year or two ago when he was a neighbor at 203 Lake street, where he lived with a white woman, a widow named Anna Zellhofer. He never been married. Mrs. Dunn is the mother of several children by him.

The dark-skinned Layton, who was seen on Bloomfield avenue this forenoon, attired in a kind of style and moving so hurriedly as to give the impression that he had an important engagement on hand.

He is a tall, athletic fellow, with a blackish-muscular and skin the shade of mahogany. He is employed as a hatter in Nichols's factory on Fifth avenue near the city line.

A RUTGERS PROFESSOR DEAD.

Francis A. Wilbur, Who Held the Chair of Analytical Chemistry.

(SPECIAL TO THE EVENING WORLD.)
NEW BRUNSWICK, N. J., May 25.—Francis A. Wilbur, Professor of Analytical Chemistry at Rutgers College, died early this morning. He was 62 years of age.

READ M. QUAD'S SKETCHES

The Evening World.